GRUMMAN plane news

Vol. 32, No. 12, Bethpage, N. Y., June 22, 1973

NASA expresses thanks . . .

In Houston, the plaudits are still plentiful for the successful spacecraft repair job by the Skylab crew. And Grumman, deservedly, is receiving its fair share of compliments.

Vice President Jack Buxton, who heads the Houston Operations office for Grumman Aerospace, recently received a letter from NASA's Skylab Program Manager Kenneth Kleinknecht, who said:

"The Johnson Space Center would like to express its deep appreciation and sincere thanks for the exemplary effort by your company in turning an almost imminent Skylab program failure into an unprecedented success of which we can all be proud."

Attached was a copy of a letter from the NASA Administrator James C. Fletcher and Deputy Administrator George M. Low to the director of the LBJ Space Center, Dr. Christopher C. Kraft, which said:

"The work done by the Skylab team in preparing for the launch of Skylab 2 was absolutely fantastic. This team turned what would have been a very serious failure into an outstanding success. We know that it took tremendous energies, skill, and dedication to achieve the nearly impossible—we doubt that there is another team in the country that could have brought it about.

"Please pass our sincere thanks and congratulations to all at the Johnson Space Center and to those in the industry who were involved for a job well done."

Bierwirth greets scholars . . .

The 1973 Grumman Engineering Scholarship winners were warmly greeted at a luncheon held in their behalf at the Holiday Manor on June 14. The 10 scholars and three alternates accompanied by their high school principals and guidance counselors—and in the case of the dependents, by their fathers—were welcomed into Grumman Corporation by President Jack Bierwirth.

Earlier in the day, each winner was introduced to Clint Towl, Chairman of the Board, and Bill Schwendler, Chairman of the Executive Committee, of Grumman Corporation and received a leather-bound Scholarship Certificate. They then toured Plant 5 manufacturing facilities before departing for the luncheon.

Jack Bierwith, the key speaker at the luncheon, told the young scholars that Grumman is becoming more diversified, and to prove the point, pointed out the various subsidiaries. The products that Grumman builds are the best in their fields, he said, but above all else the company "maybe the best technological company in the world." Bierwirth added that by the time the scholars graduate from college, Grumman will have an even greater technical base and be even more diversified, and closed his talk saying he hoped the scholarship winners would join us at Grumman. *(Continued on page 3)*

Initiate 'career conversion'

Grumman Aerospace Training Center, in conjunction with the New York State Employment Service and Pratt Institute, has initiated a career conversion education program in electrical power engineering at Bethpage, effective June 18.

The six-month pilot program, funded by the federal government under the auspices of the New York State Education Department, will be conducted by a 12-member instructional staff from the Aerospace Training Center, Pratt Institute, and the Long Island Lighting Company.

This program is designed to provide a foundation and a variety of skills for unemployed and underemployed graduate engineers from Long Island and metropolitan areas, says Art Gilmore, director of Corporate Training and Development.

Employment in the aerospace industry reached a peak of 1.5 million in 1968, but by December, 1972, it had sunk to 917,000, according to the Aerospace Industries Association of America, Inc. On a local level, Gilmore points out, these figures indicate that a lot of technical capabilities in the industry were being wasted.

(Continued on page 3)

Plane talk. Cdr. Jim Taylor (L) and Lt. Kurt Strauss chat with Navy Secretary John Warner prior to an F-14 flight at Paris Air Show. Taylor was reported to have said: "We're just a li'l ole fleet pilot and NFO, flying a li'l ole fleet aircraft." For more on the show, turn to pages 6 and 7.

service milestones

35

Victor J. Bollo, Vehicle Prod. Engg. (2)
Arthur S. Frank, Property Management (30)

30

John L. Rosch, Prototype (1)
James J. Villani, Fuse Fwd. Sub. & Major (1)
Joseph Walter Jr., Prod. Plt. (1)
Reginald B. Knopf, Small Parts Fab. (2)
Genari E. Frappaolo, Wing Inner Panel & Combo (2)
Charles G. Eisenhardt, Dispatching WIP (2)
Daniel T. Seip, Project Proposals (2)
Charles E. Edgette, Dispachting (3)
Arthur P. Wicks, Conventional Machines (5)
William J. Vincent, Avionics Test (5)
Aldis C. Hayden, Inst. Planning & Control (5)
Thomas C. Sands, Prefit. Fin/Sys. Install (6)
Paul Bourgard, Sys. Integ. & Inter. Con. & EMC (7)
Edward Peterson, Plastic/Plaster Tooling (11)
Harry Vanderhoven, Inventory Control (30)
Edward A. Cooney, Requirements Planning (30)
John M. Burt, General Purchasing (30)

25

George F. Bonanza, Prototype (1)
Gandolfo A. Messina, Prototype (1)
Rudolph J. Picone, Fuse. Fwd. Sub & Major (1)
Harman Trueman, Sub-Assy. (1)
Duncan Whelan, Sub Assy. (1)
Raymond F. Amendola, Drop Hammer (2)
Paul Surmacewicz, GSE Mechanical (2)
Anthony A. Sup. Steel Parts Assy. (2)
William Zelenka, Hydraulics (2)
James R. DeRancy, Clean & Descaling (2)
Edwin M. Reynolds Jr., Dets. Mgmt. & Staff (2)
Francis Pitrello, Tool Control (2)
Frank A. Salvato, Spotweld (3)
Alex Polozoff, Spotweld (3)
Harris S. Dayton, Tech. Services (3)
Michael J. Russo, Prod. Ctl. (3)
Lester K. Eaton, Inspection (4)
Frank J. Kmiotek Jr., Conventional Machines (5)
George H. Halleran, Elect. Fab. (5)
Lawrence Ray, Wire Prep. (5)
Christopher M. Mullins, Static Test (5)
Thomas H. Cross, Flt. Avionics (5)
Joseph W. Szymanski, Space Mgmt. & Staff (5)
Theodore H. Moorman, director, Engg. Dev. Test (5)
James A. Gillen, Avionics Inst. (6)
Albert J. Jasinkonis, Maint. (12)
Karl J. Fred, Maint. (12)
Louis P. Bourque, Structural Design (15)
Lewis W. Davis, B/P Warehause (17)
Anthony S. Augustino, Ship & Spares (17)
Timothy J. Mulvihill Jr., Plant Protection (18)
Richard S. Stevens, Plexiglass (27)
Joseph F. Holochwost, Sub-Assy. (27)
Frank Pietrocarli, Sub-Assy. (27)
Clarence E. Cannon, Inventory Control (27)
Louis F. Prudhom, Sub. Assy. (36)
John E. Linder, MSC. Mfg. Shops (52)
John Michinski, Prototype (77)
Michael C. Fix, Materials (88)
Jardslav F. Bocek, Production (88)

20

Allan C. Kane, Planning-Mgmt. & Staff (1)
Howard M. Schilling, Prod. Mfg.-F-14 Producibility (1)
Robert Kopping, Assy. Tool & Hand. Equip. (1)
Raymond R. Huntington, M.E. Producibility (2)
John H. Pitcher, Special Tools & Methods (2)
Richard J. Kafka Jr., N/C Machines (3)
Dorothy V. Honor, Repro. Services (3)
William H. Gentzlinger, Commercial A/C Prog. (4)
Louis A. Arseneau, PPO-Adv. Systems (5)
David A. McKendrick, Maint. (12)
George W. Kmiotek, Maint. (27)
Robert W. Yezek, Facilities Admin. (30)
Anton J. Bartoldus, Environ. Ctl. & Test (31)
Dorothy Jacobsen, Food Service (35)
Mildred Sudwischer, Research Operations (35)
Donato J. Pescitelli, E-2C Wings (77)
Robert N. Morselli, Production (88)

15

Robert Kulp, Ind. Engg. (1)
Grace M. Poirot, Repro. Service (1)
Nicholas Bazzicalupo, Equipment Lines (1)
Frank A. Montalto, Dispatching WIP (2)
Fred J. Badalamente, Methods Engg. (2)
Bernard Williams, Machine Shop (2)
Alexis W. Vogel, Machine Shop (2)
Edward T. Kobus, Form Block (2)
George Syris, Maint. (2)

(Continued on page 8)

G Bonanza — G. Messina — R. Picone — H. Trueman

R. Amendola — P. Surmacewicz — A. Sup — W. Zelenka

J. DeRancy — E. Reynolds Jr. — F. Pitrello — F. Salvato

A. Polozoff — H. Dayton — M. Russo — L. Eaton

F. Kmiotek Jr. — G. Halleran — L. Ray — C. Mullins

T. Cross — J. Szymanski — T. Moorman — J. Gillen

Bierwirth greets scholars . . .

(Continued from page 1)

The scholars have decided on their colleges and have been assigned to their summer jobs and their advisors (in parenthesis):

Carol Burkhardt, daughter of Phillip E. Burkhardt, Computer Equipment Design, Plant 15, and a graduate of Half Hollows High School in Huntington plans to attend Cornell University. (Bob Schenck)

Gary L. Waag, son of Bernard Waag, Drafting, Plant 1, graduated from Island Trees High School, and plans to attend Rensselaer Polytechnic Institute. (Dick Andreans)

Keith Gaylo, son of Benedict J. Gaylo, an Electronic Project Engineer, Plant 25, graduated from Syosset High School, and plans to attend Rensselaer Polytechnic Institute. (John Peronnet)

John E. Rager of Mineola High School, will attend Massachusetts Institute of Technology. (Michael Stouber)

Michael N. Gershowitz of Massapequa High School will enter Rensselaer Polytechnic Institute in the fall. (Max Wertheim)

Paul Levitt of Smithtown Central High School will be enrolled in Rensselaer Polytechnic Institute. (Howie Frauenberger)

Steven Wertheim, son of Max Wertheim, Power Generation and Conversion, Plant 35, will atttend Brandeis University upon graduation from Huntington High School. (Tony Favale)

William J. Mazzei, Jr. will enter Massachusetts Institute of Technology upon graduating from Hicksville High School. (Jim Karanik)

Michael Atlas will attend Massachusetts Institute of Technology upon graduating from Seaford High School. (Dick Monzo)

John McCarthy, son of John Mccarthy, assistant material manager with Grumman American Aviation Corp. in Savannah, Ga., will attend Harvard after graduating from Sol C. Johnson High School.

The alternates are:

John C. Pereira, son of John Pereira, of Advanced Systems Technology. After graduating from St. Anthony's High School, he will attend Drexel University. (Lou Della Salle)

Alan M. Gopin of New Hyde Park Memorial High School will attend Massachusetts Institute of Technology. (Manny Brandt)

Dorian Jung, son of Let W. Jung, electronic technician, Plant 5, and a graduate of Brentwood High School, will enroll in New York Institute of Technology. (Joe Pellegrino)

Several past scholars were present—Pete Viemeister, Robert Kress, Dick Kline, Connie Blyseth, Pete Hellsten and Tom Kelly—to welcome the 30th class of scholars.

Tests for sickle cell

Blood tests for sickle cell anemia are being given free-of-charge at the South Shore division of Long Island Jewish Hospital. Blood specimens are taken on Tuesdays by appointment in the pediatric clinic, and on Fridays, on a walk-in basis, starting at 1:30 p.m. LIJ's South Shore division is located at 327 Beach 19th St., Far Rockaway, 212-471-8100.

Now's time to plan

Nothing like planning ahead. If you're filling in calendar dates for December 1973, mark a big X on Tuesday, December 18. That's the date set for the annual 25-year luncheon at Huntington Town House.

Future of Grumman. President Jack Bierwirth of Grumman Corporation discussed the future of the Company and the rewarding opportunities for scholars at the 30th annual scholar luncheon. Pictured are the Grumman dependent winners and alternates: (L-R) Keith Gaylo, Gary Waag, Steven Wertheim, Carol Burkhardt, Dorian Jung (alt.), John Pereira (alt.). (Photo by Marie Trimbora)

Meet with Russians. During the Paris air show, Grumman Aerospace Vice President Mike Pelehach and others had a first-hand opportunity to look over the Soviet's Tupolev Tu-144 supersonic transport. "We were very impressed with the aircraft," said Pelehach. "It's obviously a very fine plane." Pelehach also remarked that the Russians he met at the show were "very open in the scientific discussions we held. We talked easily, through interpreters, on aeronautical subjects. All of the discussions were quite friendly." Among those with whom he spoke was Mr. Beresevich, chief designer of the Mikoyan Design Bureau.

Initiate 'career conversion'

(Continued from page 1)

Aside from the technical aspect, the Company's interests are: to provide a community service and concern for unemployed engineers who may have lost their jobs for no other reason than cutbacks in Government contracts, and to preserve a pool of engineering talent in Long Island and the metropolitan New York City areas.

The 33 participants selected for the program are required to attain a total of 650 hours in practically oriented courses in design; problem solving and analysis supported by laboratory work; tours of electrical power industrial facilities; and supervised study. In addition, seminars will be conducted by personnel in the fields of public utility management, consulting engineering and government energy management. During the second 13-week semester, three of the courses—power generation and power plant, electrical machines and equipment, and power system analysis—will yield six credit hours toward a masters degree at Pratt Institute.

"Similar to PRAESEE (Program for Retraining Aerospace Engineers for Environmental Engineering), which graduated 21 students last March, this program is an intensive course with all expenses paid," adds Gilmore. "Since many families face economic instabilities during times of unemployment, each student will receive a stipend of $75 per week, plus traveling expenses provided the New York State Education Department."

Why the electrical power industry?

According to Gilmore, "Aside from the fact that there is an energy crisis, three different sources have proven that the electrical power industry is in high demand—from a survey distributed to various engineering firms; through ads from the two areas of concentration; and from referrals received by the New York State Employment Service."

CALENDAR of events

Notice of events for period July 13 to July 27 should reach PLANE NEWS by July 3.

CHESS CLUB: Tues., 5:30 p.m., Plt. 30 cafeteria, open to outsiders. Alex Ikonnikow, Ext. 1251.

COIN CLUB: Every Wed., 12:05 p.m., Plt. 25 vendor conf. rooms, informal lunchtime meet. Ken Hale, Ext. 1936.

DUPLICATE BRIDGE CLUB: Every Thurs., 6:00 p.m., Plt. 30 cafeteria, CWB Franchised with ACBL, duplicate bridge game, outsiders welcome. D. Panshoukian, Ext. 2798/87280.

FAMILY CAMPERS: Camp-out, June 29, 30, July 1-4, Pennsylvania Dutch area. Herman Heinlein, Ext. 9518.

STAMP CLUB: First 3 Wed. of month, 5:00 p.m., Plt. 30 Cafe., circuit book sales, swap, auction, discussion, new members, guests, fledgling philatelists. Elliott Manaker, 2324.

TABLE TENNIS CLUB: Every Thurs., 7:00 p.m., Plt. 24. Ted Wakulinski, Ext. 7382.

RETIREE CLUB: Wed., June 27, 12:30 p.m., Holiday Manor, luncheon, members and guests. GAA, Ext. 2133.

FENCING CLUB: Mondays, 4:30-6:00 p.m., Plt. 30 cafe., instruction and competition. George Kegney, Ext. 7541.

Photos by Fred Annette

International's New Look

ON JUNE 1, GRUMMAN INTERNATIONAL assumed a new business posture. Rather than operating primarily as a service organization for Grumman Aerospace overseas, it has altered its method of operation to include all Grumman subsidiaries. The ultimate goal: to become a self-supporting arm of the Grumman Corporation which pays dividends to the parent company and to establish a continuous and profitable sales and marketing base for Grumman around the world.

Bob Townsend heads the Grumman International operation and brings to his job an extensive background of experience, ranging from a World War II pilot to Vice Admiral of the U. S. Navy. He has traveled all over the world, has been associated with aircraft procurement and related financial requirements all of his professional life, and has a keen insight into the bustling competitive arena of world marketing.

In a recent interview with Plane News, Bob Townsend discusses the "new" Grumman International organization, and its plans for the future.

Would you explain the major restructuring that has recently taken place in Grumman International?

Actually, it is more of a change in our method of operation than a major restructuring. For example, we now have a different method for financing Grumman International. In the past, we were budgeted by Grumman Aerospace. Now, we plan to become a self-supporting organization which will ultimately return dividends to the parent company. In keeping with the objectives of the Grumman Corporation, we are becoming more diversified. Additional emphasis in the future will be on commercial ventures which should eventually account for at least 50 percent of our sales.

Under your new organization, will Grumman International retain its old ties with Grumman Aerospace?

Our relationship with Aerospace will be similar to that which we now have with all the Grumman subsidiaries. We will be operating with Aerospace and all the other subsidiaries under the terms of specific agreements which we will execute with each company.

What is the range of activities Grumman International plans to engage in?

Military sales, of course, are still a very important part of our activity. But just as the Grumman Corporation is diversifying and increasing its efforts in the commercial areas, International is doing the same.

What approach to business do you plan for the "new" Grumman International?

Our approach is essentially to identify and develop opportunities outside the U. S. for Grumman Corporation, and to market the products and resources of all the Grumman subsidiaries. We will also identify and develop foreign products as potential additions to the Grumman product line and institute joint ventures—such as new subsidiaries either wholly or partly owned by Grumman International.

At what point do you expect that Grumman International will be self-sufficient?

We would like to reach that point sometime between 1973 and 1975. When we talk about being self-supporting, though, we mean that Grumman International will earn money from various sources —such as commissions, license fees, interest or dividends from wholly or partly owned subsidiaries. This will be income that will go to Grumman Corporation to offset Grumman International's expenses, salaries and other costs of doing business. There are much larger benefits, however, which these international operations will accrue for the parent company. For example, if a large order for the F-14 or E-2 is received, International would expect to earn a commission as a result of the sale and, I might add, this would be our only form of income from the sale. The bulk of the income would go to the manufacturing subsidiary and the parent company. Thus, business that Grumman International creates represents substantial increased income for Grumman Corporation. Our being self-supporting is a means, therefore, of paying our bills while we are accomplishing our primary objective of seeking larger profits for the parent company.

How long has Grumman International been in existence and what were its major objectives before the recent structural change?

Actually, Grumman's first international customer dates back to 1937 when the Argentine Navy bought the amphibian Duck. During the next 20 years, various airplanes were sold at random internationally. In 1959, Grumman entered into a military assistance program with the Air Force to convert the Albatross aircraft into an antisubmarine warfare vehicle. It soon became evident that it would be appropriate for Grumman to establish an international subsidiary of its own to market such products as the E-1B Tracker, S-2 Tracker, the OV-1 Mohawk and the SA-16 Albatross. Grumman International was established as a separate entity in 1961.

How do foreign countries finance the purchase of military aircraft?

Some countries with sizeable budgets—such as Japan, Germany and the United Kingdom—put new aircraft programs in their budgets, appropriate the money, then buy the planes. Then, of course, there are military aid programs in which the U. S. government provides financial assistance by either furnishing the airplanes, or providing the proper financing for a country to buy them. There are actually a number of different ways in which a country can obtain the necessary finances.

How do foreign countries use Grumman planes?

They use them for their national security and to meet their commitments to international organizations such as NATO in Europe, SEATO in Asia, and similar organizations around the world. They place the aircraft in service in their own armed services, and use them in much the same way as the United States does.

What are Grumman International's major markets?

Grumman International is essentially divided into three groups: military, commercial, and what is called out-of-production aircraft, such as the Albatross. In the first category, the two new military planes that at this time seem to offer the most sales potential are the F-14 and the E-2. In Japan and England, for instance, there is much interest in an airborne early warning aircraft. We are also discussing the sale of the E-2 with both Germany and Australia. A team from Germany was at Grumman recently to look at the E-2 and we expect a team from Australia to visit us in the near future. In the case of the F-14, we have had discussions with representatives from Australia, Iran and Canada. Japan may also be interested in the F-14 but we have not yet begun our discussions with that country. We are also working on an air defense package. Grumman has had considerable experience with the Navy in the air defense of the aircraft carrier. We have traditionally furnished many of the Navy's airplanes and in recent years have done a great deal of work in the command and control area. We believe that this same type of defense package can be used anywhere in the world. In fact, we have recently had a team in the Pacific area discussing the air defense package. There is interest in not only using such a package with new aircraft, such as the F-14 and E-2, but also in using our older aircraft in some countries which are not able to maintain the more

"In Japan and England, for instance, t h e r e is much interest in an airborne early warning aircraft."

"Commercial ventures . . . should eventually account for at least 50 percent of our sales."

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"Actually, Grumman's first international customer dates b a c k to 1937."

sophisticated aircraft. However, they may still need this type of command and control system in their area of defense, and may be able to use one of our older planes, such as the S-2 or SA-16 with new equipment.

What is Grumman International doing in the commercial marketplace?

We have a number of things going for us in this area. One is the joint venture we have established with the Fokker Company of Holland to sell aviobridges. The firm is called Grumman Avio Systems Corporation—GRAS for short—and has been formed to manufacture and service aviobridges which are the mobile units used to connect aircraft with terminals for passenger boarding. GRAS has won its first contract with Logan International Airport in Boston and is looking at other possibilities in such places at Dallas, Mexico City, South America and as distant as Taiwan. The new firm is also thinking of expanding its product lines to include baggage handling and aircraft service equipment.

Is GRAS a subsidiary of Grumman International?

Actually, GRAS is not a subsidiary at all since Grumman owns exactly 50 percent, and to be a subsidiary, one company must own a majority. If it were a subsidiary, it would be under Grumman Corporation because its headquarters are in the U. S. in Grand Prairie, Tex. If this same organization were in Mexico or Holland or some other place outside the U.S., it would then be under Grumman International.

What about out-of-production aircraft?

We have been very successful in this area with the Albatross overhaul-and-modification program for Latin American countries. The Albatross is a fine amphibian airplane and there does not appear to be another amphibian available at this time that can replace it at a reasonable cost. We have actually bought 14 of these aircraft, and overhauled, modified, refurbished, and resold eight of them. We have sufficient potential customers at this time to lead us to believe we will sell the other six within the next year. This appears to be a going business.

How many Albatrosses are available for repurchase to keep this program going?

There are a large number of these planes around the world, and there are many in storage that are owned by the U.S. government. There is a good supply and this can continue to be a profitable operation for quite a while. In addition, we are working on a spare parts program to sell or provide parts for our own out-of-production aircraft for the various countries that have them in operation.

In the process of selling aircraft to foreign countries, does Grumman International deal directly with the foreign government or are the negotiations handled strictly between the governments of the two countries?

We do it both ways. The sale of our newer aircraft is generally handled through a government-to-government negotiation because it is necessary to obtain clearances and assistance from our government. The sale of an E-2 to Japan, for instance, would probably be handled between the U.S. Navy and the Japanese Air Force. In the case of our older planes, we can sell directly to the foreign governments. For example, we recently sold two refurbished Albatrosses directly from Grumman to the Mexican government. Still, whenever we sell airplanes to a foreign country, our government is very much interested in whether or not that country can properly support, maintain and operate them. There is really no advantage to us or our country to sell airplanes to an ally if that country cannot use and support the planes properly.

What other ventures is Grumman International now engaged in?

We are working on a joint venture to manufacture a 30-passenger, fan jet, modified Gulfstream I commuter aircraft overseas with GAC supplying many of the parts. We are also working on a possible joint venture to build Pearson yachts, and we have been discussing other projects to build canoes, modular homes, and possibly motor homes in Europe. The latter would involve building a Grumman Allied motor home body that will fit a European chassis. The roads and cars in Europe are quite different from those in the U.S. so if we are to have a marketable motor home we must fit it to the dimensions of the European highways.

We expect the aviobridge to become an excellent prospect for sales in South America, and we have had recent indications that other countries may also be interested in using this particular bridge in their airport development programs.

Another possibility is the leasing, and controlling of airline containers used to load baggage and cargo into large, wide-bodied jets.

These are some of the more important programs we are working on at the moment. If we find that one does not look as profitable as we first thought, it will be dropped and we will move on to something else. There are many potential areas to be considered.

Where are Grumman International's offices located?

We have offices in Tokyo, London, and Australia, and we are now in the process of establishing one in Rio de Janeiro.

Are they sales and marketing offices?

Yes, that is their primary function. But our International offices are also involved in liaison work to provide support, information and data on the areas in which we work. For example, our Tokyo office handles more than Japan; it covers most of southeast Asia, including Taiwan and Korea. Our office in Australia also covers New Zealand; from our London office we cover Western Europe; and our Rio office would normally handle our South American sales, although most are from the Brazil area. We do not have an office in the Middle East at present, but we are seriously considering opening one in Iran in the very near future.

Are the various international offices staffed by citizens of the countries in which the offices are located?

The ones in Brazil and Australia are. The Tokyo office is run by an American who had military duty in Japan, and who has a Japanese secretary. The London office is run by an American citizen born in Holland, and whose secretary is French.

Do you ever work through an interpreter?

Sometimes. For the most part, however, English has become such a universal language that we very rarely deal with people who do not speak English quite well. So, language has not really been a great handicap for us. However, we do have multilinguist capabilities in Grumman International.

In summary, what are your expectations for Grumman International?

Our aim is to do everything we can to increase the Grumman Corporation's international operations. In the environment in which we live and operate today, the world is becoming much more internationaly oriented. Large corporations find it necessary to add to their international staffs and to increase their operations overseas. Some major companies are even incorporating the word "international" into their corporate names. We must remain competitive and we intend to see that our company grows in the international arena; not only in the sale of military aircraft, but in our diversified commercial areas as well. Grumman has a great name to offer overseas, and it has much to offer in the way of technology. It is up to Grumman International to insure that this potential is realized.

F-14 IN

Cdr. Jim Taylor (L), pilot of th Kurt Strauss (3rd L), Naval Flig with many people — here (above Goldwater of Arizona, Rep. Barry Calif., and Vice Adm. William Ho of Naval Operations, Air Warfare

It may not happen often, but C Strauss did get a chance to the Tomcat with Secretary of the (shown at right).

Teamwork was the key to Tomcat the air show and Cdr. Taylor an sure to congratulate (below right) space ground crew of Chris Castles don Cady, Bob Hoffer, and Frank

PARIS

Tomcat, and Lt. Officer, chatted with Sen. Barry Goldwater Jr. of er, Deputy Chief

Taylor and Lt. xchange views on vy John Warner

vailability during Lt. Strauss made Grumman Aero- Gerry Kern, Gor- hra.

'the pearl of the Paris air show . . . '

It was Secretary of the Navy John Warner who summed up best the reaction to the high point of the recent Paris air show when he said that the flights of the F-14 were "the greatest single event of this air show."

A headline in a French newspaper confirmed that view in calling the Tomcat "the pearl of the Paris air show."

One of the more significant aspects of Tomcat's performance was that a Navy crew made up of Cdr. Jim Taylor and Lt. Kurt Strauss flew a production aircraft (No. 22).

The reaction of most people was one of amazement, according to Grumman Aerospace Vice President Mike Pelehach, and he cited particularly Tomcat's low speed, maneuverability, and agility.

Cdr. Taylor and Lt. Strauss stressed that they never came close to the plane's performance envelope. "We're not doing any maneuvers at the edge of the envelope," said Lt. Strauss. "It's a fleet aircraft, we're a fleet crew, and we're not approaching the edge." As reported by the *Paris Air Show Daily News* on May 29:

"In a typical Le Bourget demonstration, the Tomcat flies for six to eight minutes doing the following maneuvers: a half Cuban Eight at takeoff, going through the top at 2,500 to 3,000 feet with 200 to 250 knots airspeed; a slow roll, sweeping the wings fore and aft; a knife-edge pass at 350 to 400 knots; a six-G, 360-degree step turn of 2,000-foot radius at 500 to 600 feet; a tuck-under break to slow to landing speed, lowering gear and extending the flaps; a wing-walking maneuver at 105 knots in landing configuration down the runway; and finally a near-vertical climb, still with flaps and gear down, on afterburner to landing-pattern altitude, from which approach and landing is (sic.) made. Speed over the fence is about 115 knots."

Editor-in-Chief Robert Hotz of *Aviation Week & Space Technology* had words of praise for the Tomcat in an editorial titled "Paris Vintage 1973:"

" . . . the most interesting aircraft at the show was the Navy's Grumman F-14 Tomcat fighter powered by two Pratt & Whitney TF30-P-412 engines and flown by a Navy fighter team with Cdr. Jim Taylor in the front seat and Lt. Kurt Strauss in the rear cockpit. The Navy team flew almost every day of the show in skillful performances that demonstrated eloquently the remarkable flying qualities of this aircraft. It was a tonic to the U. S. industry at the show to see its superb performance, as well as an eye-opener for the international observers. It was obvious at Le Bourget that, underneath the bales of legal and financial controversy that have hampered this aircraft's development, the U. S. has again produced a superb new generation of fighting aircraft."

It must be mentioned, too, that Tomcat flew on time—and in poor weather that hindered flights of other aircraft. Tomcat availability was 100 percent because of an excellent ground crew team that included Grummanites Gordon Cady and Chris Castles from Patuxent River; Bob Hoffer, Gerry Kern, and Frank Zahra from Calverton; and Nick De Jesu, service rep at Naples; Hughes' Tony Lugliano and Howard Hinckley; and Pratt & Whitney's Don Rieves.

The story, however, didn't end at Paris. Two other flying visits were made, one to England (near London) and another to Torrejon Air Base outside of Madrid where Prince Juan Carlos was so impressed that he asked for, and got, an extra flight exhibition. Later, Tomcat No. 22 flew nonstop, with in-air refuelings, to Patuxent River, and then to Miramar.

At the end of the show, Pelehach not only congratulated the Navy crew as he said, "I'm very proud of Hughes, Pratt & Whitney, and our support team. They did one helluva job."

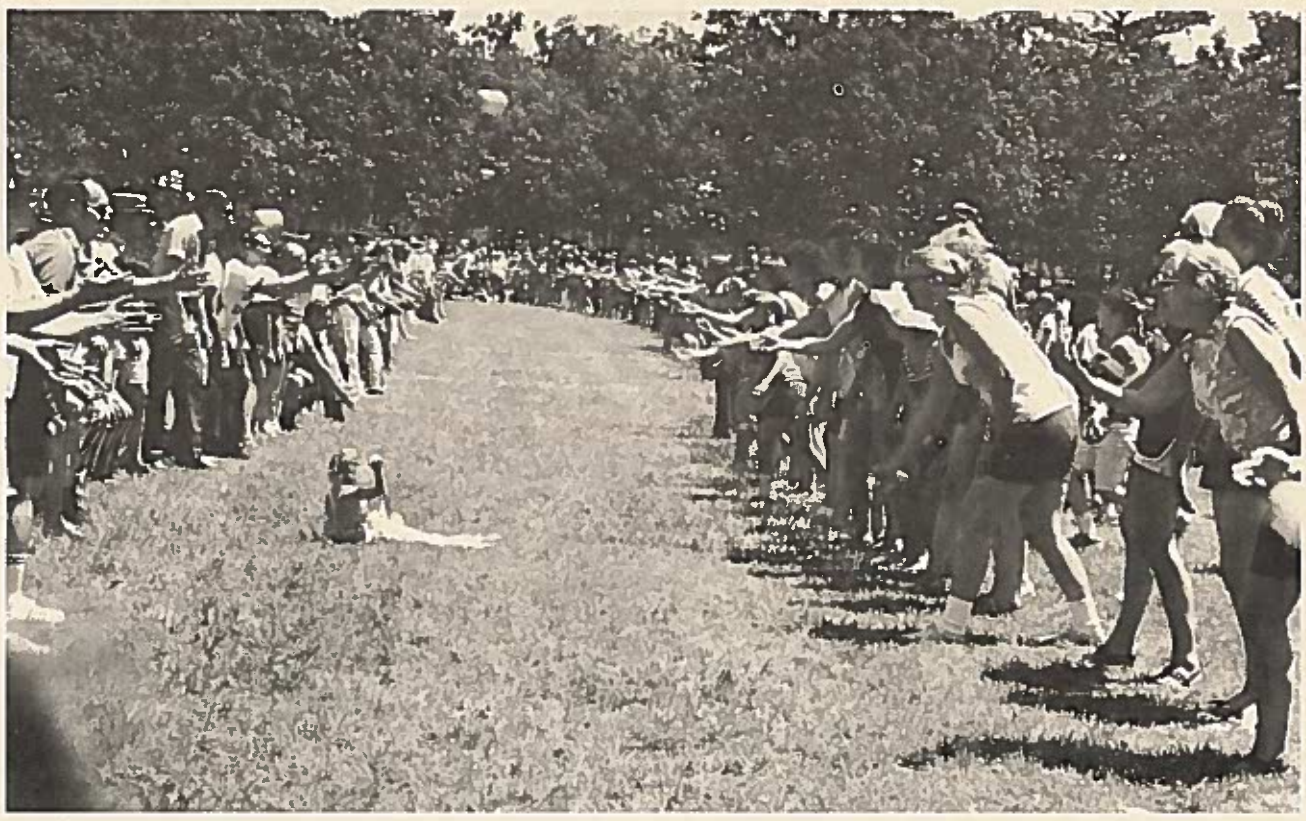
And Rear Adm. "Swoose" Snead, who heads the Tomcat program for the Navy, sent his congratulations: "Thanks again to all for a job performed by experts."

Summer fun

Although "fun city" is officially listed as some 60 miles to the west, there will be an annual summer happening at the Calverton picnic grounds on July 21 that may knock Gotham right out of contention for that title.

Tickets are now on sale at Employee Services offices for the big event, with the tab $2.50 each, children 12 and under admitted free.

Think about it . . . where else can you throw things (like eggs) without getting arrested . . . . or treat the kids to a variety of rides, including a merry-go-round, octypus, and miniature railroads, among others . . . and eat and drink your fill on franks and beer and soda. Where else but the Grumman picnic . . . and for only $2.50.



service milestones

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(Continued from page 2)

Bernard V. Cody Jr., Mach. Oper. - Mgmt. (3)
Frank Lee, Plant Stores (3)
Benjamin Beniamino, Maint. (3)
Philip J. Herte, Maint. (3)
Frank Caparo, Supp. Equip. Prod. (5)
Paul H. Wiesehan, Conventional Machines (5)
Herbert Steel, Conventional Machines (5)
Frank Caparo, Sup. Equip. Prod. (5)
Robert J. Mosca, P/S Future Business (5)
John C. Magin, P/S Servo. Trng. Dev. Engg. (5)
Guillermo Rivera, Maint. (5)
Charles H. Stumpf, Power Plant Des. (5)
Michael R. Izzi, Controls & Mechanics (5)
Roy A. Erlandson, Controls & Mechanics (5)
Riho Melts, Static & Fatigue (5)
Remo C. Campanile, Environmental (5)
Allen D. Ridley, Performance (5)
Vladimir Seredinsky, Aero Design & Analysis (5)
Walter J. Valckenaere, Flying Qualities (5)
Kurt Reupke, Aero Test (5)
Donald P. Bennett, Project Administration (5)
Judith A. Yoos, Secretarial Serv. Staff (5)
Vincent C. Angeloro, Ops. Anal. (5)
John G. Wagner, Jr., Ops. Anal. (5)
Gordon Quanbeck, Insp. (5)
Edward C. Kuchlewski, Insp. (5)
Mellor A. Gill, Legal (5)
Ralph R. Aurora, Business Development (5)
Charles Brinkman, Supp. Equip. Prod. (6)
Charles W. Smith, Maint. (6)
Robert E. Magee, Instrum. Proj. (6)
William D. Irish, Electrtonic Test (7)
Herbert Glickman, Stab. & Cont. Sys. (7)
Kurt J. Hofmann, Aircraft Programs (7)
Charles Butterick, Rec. Insp. (8)
Ernest J. Malkmus Jr., Elements & Mat. Test (12)
James E. Kavanaugh Jr., Adv. Matl. & Process Dev. (12)
Robert C. Armbrecht, Mechanical (14)
Ralph P. Palomba, Lab. Mgmt. & Tech (14)
Salvatore D. Capece, P/S Tech. Services (15)
Stanley G. Jastemski, Trans. Operations (20)
John Gallagher, Critical Material Control (24)
Silvio J. DeCarlo, Receiving Insp. (24)
Banks E. Stahl, PPO-Space (25)
Robert P. Nestor, P/S Support Systems (25)
Thomas F. Daly, Environ. Control Des. (25)
Leonard V. Woods, Crew Systems (25)
Gerald L. Caruso, Mission & Sys. Anal. (25)
Raymond W. Labell, Weight Optim. & Tech. Devel. (25)
Walter J. Ludwig, Advanced Development (25)
Raymond J. Jaeger, Ctr.-Sect.-Sub. Assy. (27)
Patsy Pagliarulo, Ctr.-Sect.-Sub. Assy. (27)
George A. Mack, Maint. (27)
Charles F. Fuschillo, Personnel Admin. (28)
Rosario LaPardo, Static Test (31)
Robert H. Davison, P/S Prog. Mgt. (34)
Douglas H. Grundy, Power Plt. Des. (35)
Nicholas Markeloff, Struct. Anal. (35)
Herman A. Erbacher, Struct. Anal. (35)
Russell P. Goss, Dynamics (35)
Morton Mantus, Dynam. Struct. Methods (35)
William P. Guarino, Project. Adm. (35)
Bernadette Gately, Proj. Secretarial Serv. (35)
Varel E. Peaslee, Sub Assy. (36)
Richard E. Behr, Insp. (36)
Edward R. Rode, Structural Design (73)
Frank T. Link, Struct. Des. (73)
Edward Magnani, Dynamics (73)
Robert N. Altounian, PPO-Space (87)
Rodney L. Harmon, Q.C. Supplier Cont. (87)

A. Josinkonis — K. Fred — L. Davis — A. Augustino

T. Mulvihill Jr. — R. Stevens — J. Holochwost — F. Pietrocarli — C. Cannon — L. Prudhom — J. Linder — J. Michinski — M. Fix

Champions of champs. The Webs, Masters bowling league champions, recently won the third annual GAA bowling tournament of champions. Accepting the award from Chet Baumgartner of GAA are: (L-R) Ed Gabriel, Jack Nielsen, Jerry White, and John Betterino. (Photo by Marie Trimborn)

Underdogs bite champs in table tennis tourney

There were plenty of upsets, broken paddles, and cries of victory (and defeats?) recently in the final table tennis tournaments sponsored by GAA. The Bethpage tourney consisted of A and B divisions with 32 paddle enthusiasts. At Calverton, singles and doubles competition was staged involving 50 players. All tournaments were double elimination, two-losses-and-out.

It was the case of the underdog coming up from the losers' bracket to haunt the semi-final winner in the Bethpage A division tourney. Mark Fortune had sliced Clint Watson down to the losers' bracket in the semi-final match in the winners' bracket, but Watson pounded his way back to get a second shot at the man who sent him down. Fortune was not as fortunate as he was in the first round; Watson handed him his first defeat, and in the final, then slammed his way to victory in the final showdown, 23-21, 21-12, and 21-19.

In the B division, Lionel Wellington breezed through the winners' division, knocking out four competitors, but along came the top paddle in the losers' bracket, George Herrington, who had been in the cellar long enough to win five games. Once again, the underdog bit the undefeated, and in the final round, it was Herrington on top, 14-21, 16-21, 21-14, 21-17, and 21-18.

And Thorne, too

Marvin Thorne came out on top in both the singles and doubles tourneys in Calverton. Rocky Constantino went down with his paddle swinging, 21-18 and 21-17, to give Thorne his first crown. Then the singles' champ teamed up with Francis Rath to annihilate David Zaleski and Charles L'Hommedieu in the final match. The victorious duo came out of the losers' bracket to slice the undefeated team not once but twice. The final match was a long one, 21-14, 14-21, 21-17, and 21-19.

Grumman nites at Shea

This may be the last year you will be able to see Willy Mays hit a home run. The old "Say-Hey Kid" might just call it a career by the end of the season, so don't miss a chance to see him and the Mets play at Shea Stadium.

The GAA has three Grumman nights lined up for this season: Friday, July 6, Atlanta Braves; Friday, August 17, Cincinnati Reds; and Friday, September 21, Pittsburgh Pirates.

Tickets are available at $2.75 each at the GAA office in Plant 30. Tickets for buses, which will leave from the Plant 3 parking field the evening of the game, are also available at $1.50 each.

Weather doesn't hamper Woodpeckers and Jets

When the late afternoon sun wasn't pounding down on the turf, it was the threatening thunderheads looming overhead, but the Tuesday Night softball league teams managed to squeeze in a few games.

The Woodpeckers seem to thrive on the hot muggy evenings—they are still undefeated at 4-0. The Supporters failed to keep the slugging Woodpeckers off the bases as they connected for 25 hits, in a 24-17 rout. The losing ten, didn't do too badly at the plate—all men got at least two hits and scored at least once—but whether it was the pitching of Gordon Bell, or the fine fielding of the Woodpeckers, all hits were singles. Bill Diercks, Rob Ogilvie, and Marty Hanlon slammed homers for the victors.

In their fourth win, the Woodpeckers showed no sign of staggering as they mercilessly creamed the Hellcats, 23-6. It was a tie game going into the top of the sixth. With one out, the Hellcats' shortstop sinned and committed two errors; then after two outs, three more errors by the Hellcats enabled the Woodpeckers to rack up 10 runs, and they scored an additional seven in the last inning. Top slugger Rob Ogilvie had two homers, with Frank McBrien and Wayne Woodhams contributing one each.

The Condors of the Tuesday American league wiped the Druids off the diamond, 27-9. The winning 10 proved to be monsters at bat, knocking off seven doubles, two triples, and six homeruns. Ken Kretchman stepped inside the batter's box three times; two of the times he slammed the ball over the fence, knocking in five runs. Hector Delvalle, Bill Sheridan, Dick Coyer, and Joe Bianchino all joined him in the homerun column. League standings: Condors, 3-0, Druids, 0-2.

In the American National League, the Jets rolled over Simulation, 14-10, and then beat the Mohawks, 18-11 to make their record, 3-1. In the first game, the Jets' shortstop Dennis Marrone threw out Bill Luft trying to stretch a triple into a homerun. And then again, in the next victory, a Mohawk headed for home, but the Jets shortstop threw him out. When are they going to learn not to run when Marrone has the ball? The Jets moved way out ahead of the Mohawks in the fourth inning, with one single, one triple, and three homeruns. Homeruns were slammed by Joe Stalzer, Dennis Marrone, Cleveland Jones, Tony Miller, and Tom O'Connor.

Grosser, Sciales lead women's varsity softball team to victory

The Grumman women's varsity softball team opened its season by trouncing N. Y. Telephone, 12-8. In the top of the third, the losers came from behind to tie it, 3-3, but the Grummanettes surged ahead, 7-4, in the bottom of the third and managed to hold onto the lead the remainder of the game.

The shortstop, Donna Sciales led the winners at the plate going three-for-four, with three RBIs. Centerfielder Rita Hudak and Lorraine Lattern, playing third base, each went two-for-four. The winning pitcher was Carol Mayer.

In their latest victory, they sunk PRD with 23 hits to chalk up their second victory of the season, 13-10. Besides being the winning pitcher, Sharon Grosser was the mainstay in offense, going four-for-five, and driving in two runs.

But she didn't do it alone. The Grummanites were trailing by one run going into the fifth, but pulled ahead with a five-run rally. The losers gave it one last try in the bottom of the sixth, but a shoestring catch by Dottie Weed in right field killed the rally. Make that 2-1 for the women.

Golf varsity wins opener

Bill Suppa and Jim Alverson earned the team title for Grumman in the annual L.I. Industrial Recreation Association tourney at Huntington Crescent last week. Suppa shot 77 and Alverson carded 78, a 155 total, as the Grumman team won by 10 shots over the par-72 layout.

In regular league play, the Grumman varsity golf team jumped off to a good start in their bid for a 10th straight team title in L.I. Industrial action by defeating LILCO, 6½-1½. Suppa and Alverson again teamed up in the No. 1 and 2 positions to edge their LILCO opponents, 3½-½, while Tony Cisco and John Malanczuk scored a 3-1 victory in the 3 and 4 positions.

Kirillin-Guarino win tennis crown

In 1972, after two years of trying, Al Kirillin and Tom Guarino won the doubles title in the second annual GAA tennis tournament. They must have liked their stay. Last week, the defending champs from the E-2C program in Plant 15 held off a strong challenge by Andy Kaufmann and John Hsu during a 6-3, 4-6, 6-0 victory in the finals to win the tandem title again.

Earlier, Kirillin and Guarino edged Bill Wenzel and Tom Adee, 17-15, 6-3, in the quarter-finals, then gained a default win over last year's runners-up, Dave McKendrick and Joe DeStefano, when DeStefano came up lame with a pulled hamstring muscle.

In all, there were 35 doubles entries in the tourney.

Wanted

GAS TANK: Portable for gas bar-b-q grill, 20 lb. size. 368-8601.

ROTOTILLER: For Toro pwr. handle, also trimmer/edger, R. Greiner, Ext. 2536.

TRAINS: Amer. Flyer, Lionel, for cash. PY 1-8889.

MISC.: Honda 350 any model frame; Chevy 327 ci eng., any condition, 691-0584.

SAIL/MAST: Approx. 45 sq. ft. for sea-shark, sunflower, or equiv., 694-6912.

APT.: Small furn. apartment for couple, 6 wks. only, no farther east than Amityville. Starting July 11, $50 wkly.. S. Carrado, 54-21-B-17 Way So., St. Petersburg, Fla. 337712.

CEMENT MIXER: ½ to ½ bag capacity, elec. or gas. motor. JU 4-5756.

MISC.: Seat cushions, front name lettering "Triumph" TR-3, '60. 751-7992.

ADAPTER: Single sideband, (SB-10), Heathkit apache TX-1 xmtr., call 4 p.m. - 12:30 a.m. 598-3161.

OUTBD. MOTOR: 5 or 7½ hp. 751-0805.

STAMP COLLECTIONS: U.S. or world wide. After 6 p.m. 586-3521.

BOAT TRAILER: To fit 14 ft. fbgls. boat, tri-hull. After 5 p.m. 433-5395.

FAN: Large attic, with louvres. L. McChrie, Ext. 1722.

APT.: North or South shore comm., 2 bdrm., space for home workshop. After 5 p.m. 627-0107.

BUICK: Shop manual '68 LeSabre. GE 3-7319.

TOYS: Used for one yr. old girl, good condition. 781-1182.

HOUSE TO RENT: Or with option to buy. Suffolk, 3 bdrm., or property for sale. (212) 833-7079.

MOWER: Self-propelled, rotary. 681-9588..

FORD: '56-59, 6 cyl., std. trans. 588-8034.

MISC.: One sideband apapt., SB-10 for Apache TX-1 Heathkit transmitter. 931-9358, ask for Nat Perry, 4 to 12 p.m.

For Rent

APT.: East Northport, rec. decor., 2½ or 3 rms., priv. house, $235/security, util. inc., 757-3430.

COTTAGE: Loon Lake, priv. beach, boats, 271-5886,

COTTAGE: Catskills, river thru property, 50 acres, 699-3020.

APT.: Holbrook, 5 new panel. rms., formica, kitch., utility rm., w/w, nr. schools, shops, lg. yd., trees, $300/mo., 588-1778.

APT.: Cocoa Beach, Fla, 3 bdrm., 2 bath, on ocean pool, balcony, elev., annual rental $325 mo. 261-6523.

CAMP TRAILER: Hdtop, sleeps 7, foam matt., gas range, sink, icebox, dinette, storage. HA 7-7344

ROOM: Close to Grumman plts., furnished, semi-pvt., bath, reasonable, 822-3819.

VACATION RENTAL: Hyannis area on Cape Cod, Mass. cottage, sleeps 4-6, $115/week. 261-7322 or HA 1-4015.

HOUSE: Rocky Point, 2 blks. form beach, 3 bdrm., 6 lots. (212) 557-5467.

APT.: Lake Ronkonkoma, 3 rooms, pvt. entr., JU 8-4138/JU 5-6020 after 6 p.m.

TENT TRAILER: Coleman hdtop, sleeps 6, includes all access., $11/day. 751-1256.

ROOM: Route 109, Farmingdale, furn., walk to village, movies, etc. $25/week. CH 9-0631.

ROOM: East Meadow, lge. furn., pvte.. entr., bath, TV, refrig., nr. shop. ctr. After 4 p.m. 333-7849.

CHALET: W. Dover, Vt. ,golf, tennis, swimming, by week, mo.. or season. 271-0648.

APT.: Holbrook, 5 room, formica kit. utility room, carpeting, near schools & shopping, $300/mo., principals only. 588-1778..

CONDOMINIUM: Ocean front, sleeps 6, pvt. beach, 2 pools, pvt. patio & deck, a/c, all appliances, golf course in walk distance. 598-2039.

BUNGALOW: Ferndale, N. Y., sleeps 4, compl. furn., screened porch, utilities inclu., $100/week, no pets. After 6 p.m. PY 6-3887.

CABINS: Catskills, fully furn., rooms also avail., pool, hike, fish in Big Indian Valley. (914) 699-3020.

ROOM: Dix Hills area, furn., pvte. bath, kit. priv., ping pong priv., security, gar. optional xtra, $30/week. Pete, Ext. 3445.

ROTO TILLER: Powerful, easy to use, $8.50/4 hrs., $15/day. 878-2803.

COTTAGE: Belgrade Lakes, Maine, wk/mo., June-July. 671-0517.

For Rent

STUDIO APT.: Furnish., Halsite. 549-1256.

CAMPING TRAILER: Stove, sink, etc., 543-3640.

HOUSE TRAILER: Ludlow, Vt., on priv. prop. of ski club, 3 bedrms., sleeps 7, nr. lakes, golf, tennis, avail. June thru Sept., $95/week. 694-9687.

TOWNHOUSE: Sugarbush, Vt., fully furn., 3 bedrms., 2 baths, w/w, dishwash., htd. pool, tennis, golf nr., wk'y/monthly. 692-7134.

BUNGALOW: Ferndale, N.Y., 2 bedrms., sleeps 4, all util., priv. lake, $100/wk., PY 6-3887 after 6 p.m.

COTTAGE: Maine, 543-7145.

APT.: Huntington, 2 bedrms., liv. rm., din. rm., kitch., bath, all util., avail. Aug., furn., 2 family house, priv. entr., $260/mo. 757-1552 after 7 p.m.

Ride Wanted

MANHATTAN: to Plant 34, east side nr. Midtown-Queen Tunnel, willing to accept riders w/o cars. Geo. Chajet, Ext. 9677.

PORT JEFFERSON: Bethpage area, Plant 35, 3:30 or 4:00 p.m. desired, will pay. 928-4688.

For Sale

DRESSER: Child, 2 doors enclosing 4 drawers, clothes rod, $30. After 9 a.m. 883-1467.

WASHER: Custom 5 cycle, coppertone, $90; refrig., 15 cu. in. white, $90. After 5 p.m. WA 1-2670.

MG: '65 1100, 35 m/gallon, $225. WA 1-7245.

VOLVO: '71 142S, radial tires, am/fm, disc brakes, stick shift, yellow, ask. $2,200. 667-4283.

STORAGE SHED: All wood, pre-fab., shake shingled, 10 ft. x 6 ft., window and screen, $285, After 6 p.m. PY 9-7146.

AIR COND.: Feeders, 7000 BTU, 7½ amp, $60. WE 8-2594.

COUCH: Folds down to sleep 2, $35. WE 8-2594.

PUPS: Irish Setter, AKC, champion bloodlines, females, $100. 598-2393.

TIRES: Snow, 775.5 on rims, $10. ea. WE 8-2594.

FREEZER: Upright, 18 cu. ft., united harvest queen, "commercial," $195. 928-1043.

PONTIAC: '64 Catalina, 4 dr., all power, steering, brakes, air cond., xtra snow mounted, $300. H. Richmond, Ext. 84965.

BABY CARRIAGE: Thayer 3 in 1, converts to stroller and car bed, windbreaker and sun top, forest green and white, ask. $45. 433-7919.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

Car Pool

BROOKLYN: Vic. Bay Parkway or Knapp St. to Plant 34, 8 to 4:30 p.m. 212-996-2028.

For Adoption

PUPPIES: Mixed breed 6 males, 4 females, avail after July 1. 935-4227 after 6 p.m.

KITTENS: Brand new. 732-0047.

For Sale

TIRES: 650 x 13 snow mounted on English Ford Cortina wheels, $10 ea., (2) 13 in. wheels for Corvair; (2) 13 in. wheels for Ford, $10 for all. 271-4486.

TIRES: (2) with wheels, 760-15, $15 ea.; (2) with wheels, 710-15, $15 ea.; (2) with wheels, snows, 710-15, $10 ea. After 7 p.m. 732-8320.

DINK: 10 ft. sailing, trailer, $400. 261-9294.

CHARGER: '70, vinyl roof, int. 383-4 barrel mag wheels all power low mil. $2,050. After 6 p.m. 598-3244.

SAILBOAT: '69 South Coast, 23 ft., 2 bunks, head, lights, bowrail, life line, self-bailing cockpit, teak trim, 6 hp Johnson, 1400 lb. lead keel, winter cover & framework, charges paid, $3100. 734-7311.

MUSTANG: '67, 289, 3 spd., needs body work, ask. $150. 543-2259.

VW CRANK SHAFT: New 74 mm stroke, plain bearing, full counter-weighted crank, VIII dowl pins, fits all 1300, 1500, 1600 eng., firm $200. (212) 591-8288.

MISC.: Dble. bed, hdbd., frame, boxspring, matt., $25; maple single bed, hdbd., frame, $10; two tied end table with camp trunk. 864-1436.

BABY FURN.: Crib, dresser, dresser table, lamp, best offer. 864-6199.

HOUSE: W. Islip, custom built, L-shaped ranch, 7 rooms, 1½ bath, 1½ yrs. old. JU 7-6331.

MISC.: Hoover upright vacuum cleaner, $15; traveling lawn sprinkler, $10; 9 ft. x 12 ft. woven cotton rug, $10; full length black beaver coat, $150. 333-3820.

DRYER: Maytag, apt/coppertone, 115 V service, $55. 586-5339.

TABLES: 2 modern step lamp. 4 glass tops, dark finish, $15. ea. MO 1-6720.

CRICKET: '71, gold, w/gold int., 4 dr., am/fm, 14,000 miles, 4 on floor, $1400. 261-2486.

MISC.: Contents of house, no reasonable offer refused. After 6 p.m. 669-6194.

MISC.: One barrel back tapestry chair, $25; one drum table, $15. 931-5229.

BABY CARRIAGE: "Peedigree," conv. car bed body, used 1 season, $50. 271-6735.

MOWER: Self-propelled, 21 in. reel, power, recoil starter, Briggs & Stratton eng., $50. 935-1672.

IMPALA: '64 2 dr. hdtp., lt. blue, auto. trans., V-8, p/s, r/h, low mi., 264-3987.

MISC.: Contents of 8 rm. house, moving to Arizona, make offer for ea. item; chain saw, 18 in. Sears, 2 chains, $85; shower drs., compl w/mod., $10; VW trailer hitch, $10. MO 9-6256.

VW: '64 sunroof, $400. N. D'Angelo, Ext. 591.

SAILBOAT: Lightning #7210, seideimann sails, spinnaker, trail., $800. HA 3-2019.

CAMARO: '68, V8, p/s, p/b, auto. trans., 27,000 mi., 2 snows, w/rims, $1,595. 334-8457.

HOUSE: Smithtown custom ranch, wd. ½ acre, liv. rm., din. rm., 3 bedrms., 2 baths, eat-in kitch., panel. fam. rm., lundry, pantry, dbl. gar., w/w, s/s, drapes, 150 amp. svc., cntrl. a/c, ask. $52,-000. 543-1931.

MISC.: Garrard stereo auto. record changer, 4 spd., $16; freezer, upright, 18 cu. ft., $190. 928-1043.

ROTO-TILLER: (1) Ahrens, 6 hp., $120; (1) Sears delux 6 hp., $130. 543-7464.

HAM EQUIPMENT: Collins s-line, and assoc. station access, make offer. MA 1-8392.

OUTBOARD MOTOR: Johnson '68, 40 hp., elec., or pull start., compl. overhaul., $200. 842-0559.

BOAT: Sears gamefisher, 12 ft. fbgl., xtras. MO 9-2892.

HOUSE: East Northport, 4 bedrms., 2 full baths, full basemt., fenced yd., lndscpd., walk to schools, shops, ask. $33,500. 368-4208.

MISC.: White alum. storm dr., 68 in. x 32 in., one season, $20; dining rm. set, solid walnut, 6 chrs., 1 leaf, ask. $100; electr. heater, $25. 423-3856.

VW BUS: '68, orig. owner, rebuilt eng., new muff., clutch, batt., 4 new tires, ask. $1125. 277-3152.

HOUSE: Dix Hills, Commack, lg. plot, 9 rms., 3 baths, 2 car gar., immedi. occup., principals only, $39,500. 667-1502.

For Sale

HOUSE: North Massapequa, 6 rm. center hall ranch, 1½ baths, 3 bedrms., lg. form. dng. rm., eat-in kitch., fam. rm., fin. basemt., att. gar., carp., lum. sides, extras, ask. $43,500. 735-2892.

HAMMOCK: Free-stand, own supports, $10. 212-428-2474.

DEN FURNITURE: Danish type, seldom used, 2 couches, 2 arm chrs., buffers, billows, $100. LI 1-3410.

TIRES: Snows, two, w/w, stud., Uniroyal, L78x15, $55. 938-6140.

MISC.: (2) 15 in. Rambler wheels, one adjust. bed frame, one men's 16 lb. bowling ball, 26 in. boy's bike (nds. pedal), make offer. 735-5261.

CAMARO: '69, 350 V8, 4 spd., console, fact. gauges, r/h, snows, blue, $1,650. WE 8-7743.

DATSUN: '69 2000 conv., 43,000 mi., $800. SU 5-4067.

OPEL GT: '70 1900cc, yellow w/stripe, am/fm. stick shft., disc fr. brks., radial tires, eng. good, $1,800. 581-4256.

BICYCLE: 10 spd. '72, Ross-prof., w/gen. lights, $65. AN 5-0297.

BOAT: 20 ft., sailboaat, fixed keel, alum. mast, 5½ hp Johnson, mooring, cradle, inflat. dinghy, running lites, anchor lines, xtras, $1,200. 212 HI 5-5380.

MOTORCYCLE: '65 CZ Jawa, 175cc, 4,100 mi., xtra knobby tire, $175; VW, '61, many new parts, $150. 744-8916.

HOUSE: Setauket, 4 bedrm. ranch, 1/3 acre, low taxes, panel. den/firepl., eat-in kitch, form. din. rm., 2 baths, w/w, s/s, dishwash., 751-9566.

MINI-BIKE: Cheetah frame, 3½ hp. Briggs Stratton eng., mercury clutch, morr., directionals, handle bar throttle, $70. 266-3804.

BICYCLE: Boy's 3 spd. eng. racer, 26 in. Royce Union, $18. 265-9508.

AMPLIFIER: Harmony 535, 200 watts, two 15 in. spkrs., $350. 543-3760 after 6 p.m.

DODGE: '72 Dodge power wagon, W200 V8 eng. w/ snow plow, low mi., $3,700. 226-7504 after 6 p.m.

HOUSE: Bay Shore, 4 bedrs., 2 baths, full dry cellar, lg. liv. rm., din. rm., 2 car. gar., $32,000. MO 5-9104.

HOUSE: Plainview, ranch, 2 bedrms., a/c, w/w, gar., fin. basemt., alum. ext., lg. deck., all appll., stockade fence take over 5½% mortage, $36,500. 433-4637.

CAMPER: '68 Nimrod, deluxe, sleeps 6, 3 burner stove, dinettte, heater, 2 new tires, canopy, $695. HA 7-7844.

MUSTANG: '68, 289 V8 eng., auto. trans., p/s, 2 snows mtd., ask. $775. SU 5-8953.

CHEVY: '66 Impala sta. wagon, all pwr., a/c, auto. trans., $675. PR 5-7870.

BOATS: 12 ft. runabout, up to 35 hp., 9 ft. duratech dinghy, up to 5 hp., $65 for runabt., $25 for dinghy, both nd. paint. FR 8-3854.

CHEVY: '65 Impala SS, 30,000 mi., rebuilt eng., buck. seats, r/h, vacuum gage, auto-console on flr., $250. 694-3130.

SAILBOAT: Corinthian, fbgl. cruising sloop, $2,500. 421-9336.

CHINA CLOSET: $25. 798-5914 evgs.

AIR COND.: 5000 btu, Philco, 3 yr., $70. LI 1-5407.

HOUSE: Nr. Saratoga, compl. fin., firepl., 3 bedrms., screen. porch, priv. dock, carport, gazebo, ½ acre, $32,500. PE 5-6474.

MISC.: Maytag port. wash., dryer, 2 yrs., ask. $160. 922-6558.

DRESS: Bridesmaid, child size 14, lilac shade, long, $15. LI 1-4438.

CHRYSLER: '69 Newport, custom 2 dr. hdtp., r/h, a/c, p/s, orig. owner, mtd. snows, C. Cornelius, Ext. 86397.

BEDRM. SET: 7 pc. mahog., master, armoire, vanity w/mirr., vanity bench, dress. w/mirr., dbl. bed, nite stand, chr., $250. 473-5008.

HOUSE: Central Islip, hi-ranch, 5 bedrms., din. rm. rm., liv., eat-in kitch., w/w, built-in pool, 20x40, panel. den, 1½ bath, gar., ¾ fenced acre, appli., $45,000. 234-2953.

BOAT: 18 ft. Lonestar cabin, 1 alum., sleeps 2, w/trail., $950. SU 1-1969 a evgs.

MISC.: Whirlpool wash., 3 cycles, $75; Maytag port. dryer, $40; 27 cu. ft., refrig., $300; his/hers dressers w/chr./mirr., $45; colonial maple dress., 55 in., $25; China hutch, painted, $10; 6 ft. beige sofa, $25. 248-7820.

OLDS: '67 4 dr. sedan, auto/trans., p/s, p/b, 53,-000 mi., 4 new tires, new exhaust system, ask. $525. 735-8978 after 5 p.m.

For Sale

BUICK: '66 Riviera, fully equip., $800; '72 Bullaco Alpina, 250 cc, under 2,000 mi., never raced, $700. 472-2301 after 5 p.m.

HOUSE: Titusville, Fla., 3 bedrms., 1½ baths, heat/a/c, w/w, scr. porch, carport, nr. schools, lndscpd., $21,500/8,700 down and asume mtge. 305-269-3357.

CARRIAGE: Twin inc. det. coach, $50. 427-4103 evgs.

COACH: Biltrite, handpaint., pink/blue, flir. design., matt., stor. bag, best offer, Ask for Ann, 212-423-6532.

HARLEY-DAVIDSON: Sprint-red, 900 mi., 350cc, track or trail, $575. 586-0191.

RAMBLER: Ambassador, '65, 2 dr. hd, tp., v-8, p/s, p/b, r/h, ask. $600. 884-4734.

LOT: East Hampton, priv. beach rites, $10,000. 864-3153.

FURNITURE: Maple Bedrm chest, dress. w/mirr., night tbl. acorn handles, $45; Maple sept. end tbl., $18 pr., PY 8-0200.

HOUSE: Selden, hi-ranch, 106x120, 3 bedrms., 1½ baths, lg. liv. rm., form. din. rm., country kitch., att. gar., playrm den (or 4th bedrm.), laundry rm., att. patio, utility shed, access to LIE, $32,500. 698-3346.

RANCH: Custom, 100x160, 3 bdrms., din. rm., eat-in kitch., full bsmt., fenced, nr. LIE. $29,990. 924-3047.

LAWN MOWER: Jacobson, w/grass catcher, 21 in. reel type, 2¼ hp., $20. PO 7-3987.

PUPPIES: Min. schnausers, akc. home bred, male, females, cropped/docked, shots, whelped on 2-25-73, $130. 741-0096.

MISC.: Kenmore flr. polisher, $10; (4) band radio, $35; Rotisserie, $15; phonograph, $10, retiring, 938-8731.

BAR-B-Q: Deluxe Weber 18 in. Kettle type, avocado porcelain finish, heavy-duty cover, $22. 266-6739.

FISH TANK: 55 gal. comp. set up, $100 firm. 667-9489.

BOAT: Gerhlien skiff, 26 ft, ready to launch, 125 hp Palmer, depth finder, $2,300. J. Schultz, Ext. 2051.

GOWN: Spring, summer, country style wedding, orig. $200, $125, size 12. 732-3382.

FURN.: Couch, macthing chair, best offer. 724-0743.

TRUCK: '72 Blazer, 350 cu. in., 4 spd., trams., 2 dr., snows, blue. GE 3-6953.

GOWN: Traditional bridal, size 10, Alsace lace on satin matching veil, best offer. 744-8594.

RAMBLER: '68 American, std. trans., 7 mtd. tires, $350. 587-8158.

BIKE: Girl's 20 in. rollfast, $20. 751-1256.

MISC.: 3 x 100 ft. fence wire, four 8 ft. steel posts, $30; four wooden kitchen chairs, $15; patio umbrella, metal stand, $20; sofa-bed, $150. 588-6364.

TRAVEL TRAILER: 16 ft., sleeps five, heater, gas + elec., water, $1,395. CH 9-1988.

HOUSE: W. Islip, so. of Union, 3 bdrm., split, ½ acre, low taxes, $35,000. 661-3770.

SERVICE MANUAL: Saab 95,96, '67-70, muffler for 96 Saab, 2 windshield wiper blades for 96, best offer. Call after 5 p.m. IV 5-4299.

DRESSER: 5 drawer cherry mahog., built-in desk, end table, shelf, $58.50. 472-3264.

VW: '63, '67 engine. w/w. LT 9-5859.

OBITUARIES

JOSEPH C. NESTOR of Hydraulics, Plant 6, died June 4 at the age of 34. He lived on S. Jamesport Ave., Jamesport, and had been with the Company since 1966.

DONALD A. MOS of Electronic Test, Plant 4, died June 16 at 46 years of age. He lived at 2559 Woodland Ave., Wantagh, and had been with the Company since October 1949.

LOUIS C. ROTH of Tran.-Equip. Maint., Plant 20, was 55 when he died on June 8. He had been with Grumman for 14 years and lived at 3859 Condit Street, Seaford.

SCRIBNER W. McCOY with Grumman International died in Tokyo, Japan on June 8 at the age of 57. He joined Grumman International in March of 1969.

For Sale

ENGINE: Smithmotor wheel for bicycle or buck board, $100. GE 3-3681.

BUSINESS PROPERTY: Shirley, 50 ft. x 200 ft., block 44, lot S ½ of 18, $4,400. 938-6140.

BDRM. SET: Med. triple drs., chest, 2 nite tables, queen bed, sacrifice. $475. orig. $1,000. PE 5-9142.

RUNABOUT: '64 duo 16 ft. glass, two '70 40 hp Evinrude & gator trailer, ext., $975. Evgs. 694-6725.

MISC.: Marble cocktail table, 20 in. x 60 in.; Heathkit fm tuner, fm-3, pre-amp W3A, Williamson 20 w. ampl., collaro changer; lamps, best offers. 694-4786.

HOUSE: Brooklyn Heights landmark, owner leaving town, must sell, ex. oppor. for multi domicile conversion, low downpayment, $60,000. After 6 p.m. (212) 834-0588.

CAMP EQUIP.: 9 x 9 umbrella tent, Coleman stove, cooking set, ice chest, 2 stools, $55. WA 1-1916.

TRUCK/CAMPER: '66 Dodge, sleeps 6, a/c, monomatic toilet, stove, heat, $2,000; '63 VW, $200. 653-4587.

MISC.: Crib, chest, carriage, swing, hi-chair, car seat, car bed, walker, lamp, training seat, tub, boy's clothing, infant to size 5. 581-6770.

BOAT: 15 ft. fbgls, Tri-hull, 55 hp outbd., trailer, xtras. After 5 p.m., $1,550. 666-6725.

RANGE: 30 in. Welbilt coppertone, best offer, evgs. 666-6725.

PLYMOUTH: '64 Fury, 4 dr. sed. blue, 6 cyl., new snows, auto., r/h, $400; Admiral console stereo, '69 model, Laffayette speak., am/fm stereo record player, $150. 938-7359.

HONDA: '66 150 cc, elec. start, helmet, car carry racks, service book, $250. WE 5-1933.

HOUSE: N. Babylon plot, 4 bdrm., 2 bath, ranch, gar., fin. bsmt., redwood deck, 80 ft. x 100, lndscpd., $39,990. MO 9-1882.

TEMPEST: '65 convert., new top, batt, tires, shocks, brakes, $300. After 6 p.m. 271-2345.

HOUSE: 4 bdrm. brick ranch, formal dng. rm., fam. rm., eat-in-kit., 2 full bath, 2 car att. gar., part. fin. bsmt., cent. a/c, carpet w/ ½ acre wood lot. 368-8743.

BOAT: 35 ft. Sportsfisherman, 275 hp FWC Crusader, outriggers, recorder, S-S, galley, head, $4,900. 666-5674.

TRAILER HITCH: '66 VW, heavy duty, $10. 785-5331.

VW: '62, no engine, trans, clutch good, $99. JU 7-7184.

GUITAR: Marshall, amp 1000 watt, super lead, 2 speak. bottom, 4-12 in speak., $575. Evgs. 484-2306.

REFRIG/FREEZER: RCA/Whirlpool, 2 dr., 15 yrs. old, $25. 543-6374.

RADIO TOWER: Three section crank-up tilt base, rotor plate, $75. 735-3576.

POOL PUMPS: (2) filter-flow 15 ft. pump, $5; 18 ft. pump, $15; '64 Chev. wagon, r/h, all power, a/c, $250; boy 20 in. Olympic bike. $15; garden slate 30 for $10; '63-64 Chevy, auto trans., $40. 796-5872.

HOUSE: E. Setauket, 3 brdm, 1½ bath, col. bi-level, fenced, wooded, 1/3 acre, fireplace, xtras, $32,900. 473-1744.

WASHER: Lady Kenmore, deluxe, Coppertone finish, $20. Evgs. PY 8-6805.

MOVIE CAMERA: Revere 8 mm, F 2.5 lens, carry case, $36; Polaroid '-Swinger, $10. Evgs. 293-7710.

BIKE: Boy 20 in., $15. MY 4-6168.

HOUSE: Miller Place, 4 bdrm, colonia country, eat-in-kit., dng. rm., fam. room w/fireplace, main level laundry room, bsmt, 2 car gar., o.h.w. heat, oak floors, carpeting, fully lndscpd., $46,000. 928-1685.

CAPRI: '71, 4 spd., 1,600 cc, am/fm. green w/saddle int., low mil., $1,800. 798-5637.

FIREBIRD: '69 350, a/c, all power, console, auto trans., ask. $1,500. Evgs. MO 1-5687.

VW BUS: '67, 53 hp., new batt., generat., brks., $695. 727-8986.

MUSICAL INSTRUMENTS: Kent Drum set, $130; Hagstrom elect. guitar, $150; Yamaha 8cc "6755 Helmut, rack, $130; 20 in. bike, $15; Rotary lawnmower, $20; irons for firepl., $20. CH 9-4884.

BOAT: New 14 ft. tri-hull bowrider, '67 80 hp. Evinrude, '71 heavy duty, cox trail, $1,700. 744-5009.

GALAXIE: '61 Ford, auto., p/s, r/h, $75. 423-3106.

BEDRM. SET: Dbl. bed, vanity, dress, chr., nite tbl., mirr., $250. 864-3709.

PUPPIES: Maltese, akc. reg., 3 only. 931-8956.

For Sale

HOUSE: Port Jefferson Sta., hi-ranch, 4 bedrm., centr. a/c, pool, 2 car gar., den, eat-in kitch. 473-5782.

FURNITURE: Two end tbl./match. lamps, coffee tbl., $60; dinette tbl. w/4 chrs., $60. 654-0628.

MISC.: Couches, chrs., tbls., dinette, lamps, 35mm camera, port. tv stand, blender, reasonable offers. 864-2226.

BOAT: 30 ft. Luhrs, '61, 225 hp/FWC Palmer, '69, sleeps 5, head, s/s (fm), d/f, ss fish wells, fly bridge, w/dual contr., ask. $3,500. 724-1553 after 6 p.m.

MINIBIKE: Rupp Enduru, 3½ hp., fr./rr. shocks, brks., trogue conv., $150. 751-0805.

MOBILE HOME: Calverton, 12x68 w/expando rm. making liv. rm., 15x19. 2 bedrms., 1½ baths, kitch, din. rm., 12x30 awning covering patio, fully furn., w/w, wash. mach., a/a, on 50x90 plot in park, $17,500. 727-9088.

CHEVY STA. WAGON: '66, Impala. V8, a/c, p/s, ask. $795. 265-4779.

TOYOTA: '69 Corona Mark II, 4 dr. sedan, auto., ask. $1,000. WE 8-7523.

BAR: 42x36x18 w/fold-out marble tp., finish. 4 sides, $150. 728-1930.

HOUSE: Colonial split, 3 bedrms., 2 baths, 4 eat-in kitch., den, ¼ acre, den, carpet., covered patio, fenced yd., shed, ask. $41,000. 543-3480.

BOAT: 13 ft., Alcort sailfish, all equip., wd. hull, compl. w/sail, $125. 661-1730.

EXERCYCLE: Non-electric-brand new cond., $20. 732-4175.

MISC.: Auto radio and panel plate for '62 Chevy 11, $10; 12 volt batt.; one 650x13 Goodyear nyl. cord, 4 ply. w/rim, used approx. 500 mi., $10. CH 9-2663.

CORVETTE: '69 coupe, wht/blk. int., 350, 4 spd. am/fm, $3,000. 798-7653.

BOAT: 20 ft. Cruisers, two '70 40 hp. Evinrude, navy tp., ful mooring cov., tach., compass, elect. bilge pump, speed ind., 30 gal. tanks, water skis, two lines, marine batt., trailer, all safety equip., ready for water, $1,700. LT 9-6057 after 6 p.m.

MISC.: 21-in. Eng. lawnmower, self-sharpen., $15; No. 1 porcelain mortar pan, new, $10. OV 1-8134.

HOUSE: Long Beach, 3 bedrms., lg. eat-in kitch., den, front pation, nr. beach, $18,750. HR 3-4732.

MUSTANG: "66", vinyl rf., V8, 76,000 mi., r/h, nds. paint. $530. 669-7836.

MISC.: 13.5 ft. 2 dr. refrig., $80; 6 drawer, maple dress., $30; 4 draw., kneehole desk, maple, $20; 938-4966 evgs.

FORD STA. WAGON: '69 Country sedan, 40,000 mi., p/s, p/db, am, luggage rack, 598-3719.

TOYOTA: '70 Corona, 4 dr., 4 spd., tan, 28,000 mi., $1,300. 541-0159.

MISC.: 3 pc. sect., blk/gold, corner tbl. lamp, coffee tbl. stereo/bar cabinet, custom blk./wht. 242-3578.

BABY FURNITURE: Small crib, bath tbl., casters, mattr. inc., $20. 732-7949.

GUITAR: Elec. bass, Hagstrom I, solid body, $65; Five string banjo w/reson. back, $55. 581-8635.

MISC.: Childcraft, 15 volts., $40; maple dress, 5 dr., $20; Ch. master fm antenna, $10. 543-2423.

TIRES: (2), snow. w/w studded, Uniroyal, 4,000 mi., L78, $65. 938-6140.

PEDIGREED KITTENS: Bred for disposition and beauty, golden eyed, sable Burmese, rare, red. persians, CFA reg., IV. 3-6125.

MISC.: Rims, tires, for Chevy, VW, deep dish chr. wheels w/775x14 tires, lock lugs, 1 set adapters for VW, $75. PY 8-0200.

GTO CONV.: '68, blk. ext., white int., 400 cu. in., v8, w/w, new auto. trans., new conv. top., bucket seats, am, $900. 694-5190.

CHEVY: '70 Impala 4 dr. ht., auto. 350 eng., r/h. p/b, p/s, a/c, vinyl tp., nds. work, $1,195. 472-3264.

HOUSE: Sound Beach, lge. custom built cape or mother/dgt. on ½ acre, lndscp., 4 bdrm., all modern, s/s, 2 car gar., $42,000. 744-3174.

HOUSE: Farmingdale, front sun-room, screen colonial, eat-in-kit, bath, o.h.w. based heat, fin., bsmt., detach. gar., walk-up attic, low taxes, ask. $34,500. After 4 p.m. CH 9-9313.

HOUSE: Smithtown-Kings Park, 4 yr., bi-level, cul-de-sac, den/fireplace, eat-in-kit., w/w, 8 appliances, lndscpd. 1/3 acre, $48,000. 265-8731.

HOUSE: Selden, 1½ yr., 3 bedrm. ranch, eat-in-kit, s/s, w/w, washer & dryer, refrig, storage room, lge. plot, $26,700. 698-4529.

VW: '65 sun roof, 2 ex. snows, radio, ask. $300. JU 8-6771.

For Sale

HOUSE: Hicksville/Levittown, 4 bdrm, 10 ft. bay window, over-sized gar., fenced, air. cond., w/w, s/, fireplace, close to all pkways, $35,500. OV 1-3152.

HOUSE: Ronkonkoma, ranch, 3 bdrm, gar, eat-in-kit, appl., paneled den, raised patio, fin. half-bsmt., bar, workshop & laundry, storage area, near expressway & trans. 585-2630.

HOUSE: Farmingdale, 8 rms., 2 baths, 4 bdrm., eat-in-kit, carpeting, prime residential area, dng. rm, att. gar, $38,000. MY 4-6343.

HOUSE: Pocono Mts., 2 bdrm, lvg. rm, dng. rm, bath, fully furn, 3 lakes, 3 pools on premises $21,500. LI 1-5177.

BUSINESS PROPERTY: Shirley, 50 ft. x 200 ft., block 44-lot S ½ of 18, $4,400. 938-6140.

PROPERTY: Moravia, N.Y., 97 acres, 1600 ft. elev., cleared, wooded, view nr. Owasco Lake, $19,500. HR 3-4726.

HOUSE: Miller Place, col, 4 bdrm, 2½ bath, 2 car gar, 2 zone oil heat, beamed den, fireplace, covered patio, brick bar-b-q, w/w, s/s, ½ acre, fin. bsmt, $58,000. 928-2692.

FORD: '67 Galaxie, V-8, auto, p/s, 2 mount snows, 51,000 mi., $550. 935-7093.

MOBILE HOME: 12 ft. x 60 ft., furn., patio awned, skirt, washer/dryer, a/c, 691-8717.

BOAT: 22 ft. Chris Craft, 2 bunks, head, cushions, gas tank, elec. pump, xtras, ready to go, $995. FR 9-3908.

BOAT: 15 ft. MFG fbgls. hull, trailer, '67 Evinrude, 40 hp outbd., w/elec. start, xtras, any reasonable offer. Evgs. 293-4711.

BOAT: 33 ft. raised deck Owens sedan, sleeps 4 on foam, FWC crown, w/hyd. rev., legal head, inspect & make offer. 581-4213.

PONTIAC: '70 GTO conv., green/beige top, all power, a/c, am/fm, std. shift, new tires, $1700. 352-5298.

PONTIAC: '68 GTO conv., blk. ext., 400 cu in., V-8, new auto trans., bucket seats, am radio, $900. OV 1-0455.

TRAVEL TRAILER: 18 ft. Avalon, fully self-cont., stove, oven, refrig, h.w. space heater, sleeps 6, awning, xtras, $1875. 421-5998.

FURN.: French prov. sect. couch, cocktail table w/marble center, kit. set, blk. wrought iron/ 4 chairs, 2 twin beds, new springs, matt., dresser, mirror, nite table, French prov., kingsize hdbd., bedroom set, frames, trip. dresser, chest on chest, 2 nite tables, (212) KI 9-5664.

PONTIAC: T-37, '71, 8 cyl., stick shift, power steer, $1600. 587-3297.

BOAT: Sears, '69, water cooled outbd., motor w/ access., needs carb. work, 7½ hp, best offer over $40. 757-2212.

CHAIR: Bedroom, light. blue, leather. 598-1051.

WASHER: 2 spd. Hotpoint,$50. 732-5384.

WALL OVEN: Elec., Welbilt, 2 draws, 4 burner range, top, both for $75. S. Hajek, Ext. 3733.

PIANO: Baldwin studio, $275. HA 3-7081.

DOORS: Accordion, Naugahyde with lock, tan color, 9 ft. wide x 7 ft. high, all hardware, $50. 921-8265.

TOYOTA: '69 Corona, 2 dr. hdtop, red/blk. int., 4 spd., low mil, ask, $750. 757-0234.

plane GRUMMAN news

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Manager, Internal Communications
Brian Masterson

Managing Editor
Charles Petty

Feature Editor
Al Wehren

Editorial Assistants
Kathy Housley
Cynthia McCaskiel

Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

Stony Brook offering courses in Applied Math at Bethpage

Graduate courses will be offered this fall in Plant 39, Grumman Training Center, Bethpage, by the department of Applied Mathematics of the State University at Stony Brook (SUNY).

A Masters of Science degree in applied mathematics may be obtained with successful completion of 32 credit hours, eight of which may be earned through thesis research. Individuals with undergraduate degrees in engineering, physical sciences or social sciences may apply for admission to the program.

The courses under consideration for the fall semester are: Probability and Statistics I, Probability and Statistics II, Methods of Operations Research, and Applied Algebra I.

Art Gilmore, director of Grumman Training and Development comments that: "The State University is being very cooperative in making the opportunity for this graduate degree practical for Grumman employees in Bethpage. About 20 people got started on their masters in this program this past semester. It's working out well for them and they're looking forward to continuing next semester. We expect that others will also be starting the program."

All courses will be offered in the evening and the number of courses to be offered depends on the interest expressed by Grumman employees. All interested persons should contact Dave Houghton, Ext. 84855 or 84044.

On schedule. The first production E-2C was delivered on May 30—on target—to Carrier Airborne Early Warning Wing 12 at Norfolk, Va. Shown here during presentation of "key" to the Number Four E-2C are (L to R): Cdr. Paul Courtney, training squadron skipper, Lt. Cdr. Randy Moore, Lt. Cdr. Bill Hennessey of NavPro, and Jim Philbin, assistant to the E-2C director. As Plane News went to press June 19, word arrived that Commander Moore was killed in an E-2B crash off of Norfolk, Va.

New program for retarded

Ever since St. Francis Hospital was founded in 1920 by the Sisters of the Franciscan Missionaries of Mary, the phrase "specialty hospital for heart surgery on children and adults" has been associated with its name.

Today, 53 years later, St. Francis in a unique cooperative effort with the State of New York, has taken on a new challenge—assuring high quality medical and surgical care to a long-neglected group: the retarded.

Already, in a pilot program lasting 18 months, almost 200 retarded patients have been treated at St. Francis in procedures ranging from appendicitis to open-heart surgery. Around-the-clock supervision with one-to-one personal care is a fortunate asset for this program, one not met by most hospitals.

A separate unit of a modern 210-bed facility is being set aside by St. Francis Hospital in its new hospital building. It is planned that St. Francis will emerge as a surgical center for exceptional children with referrals of non-institutionalized children as well as residents of the Suffolk State School at Medville, according to Mike Quane of the hospital's Community Relations Department.

Honor Transue

The newly structured Annual Flight Safety Award was presented to John Transue, leadman, ordnance in Plant 6, by Grumman Aerospace President Joe Gavin at the seventh anual Project Sterling Awards luncheon.

Transue received an Acutron wrist watch for his efforts in detecting a defect in the explosive manifold in the F-14 pilot ejection system that otherwise might have made the system in operative. This defect was found in nine manifolds inspected and the entire lot was returned to the manufacturer.

'Hams' going on 24-hour alert

Grumman Amateur Radio Club operators will again participate in the American Radio Relay League's annual field day exercises that test the efficiency of "ham stations functioning under emergency conditions throughout the United States and Canada.

During the 24-hour period beginning at 3 p.m. on Saturday, June 23, Grumman hams will belabor the airways from their improvised radio station, WA2LQO/2, at McKay Field. Their object will be to make as many completed two-way radio contacts as possible during the ensuing 24-hour period.

The event, Grumman's 14th competition, will be headed by Dave Goldblum, W2ZVJ, the 1973 field day chairman. All licensed hams at Grumman are invited to participate. Participants are asked to meet at 10 a.m. at McKay Field on June 23 to help rig the station which will be operated entirely by gasoline-driven generators. For more information, contact Dave Goldblum, Ext. 9636, or Emmett Goodman, Ext. 87125.

Service awards. Recipients of the Federal length-of-service awards were honored recently by Captain Robert Belter (C), Naval plant representative at Bethpage. Shown with their wives are (L to R) Robert Eustice Jr., who was presented a 35-year emblem and certificate, and James B. Lehane, Robert R. Lehrman, and Robert A. Wannamacher, all of whem received 30-year emblems and certificates. (Photo by Jim Wagner)

GRUMMAN AEROSPACE CORPORATION
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